The Chicago Tribune.

VOL. 23. CHICAGO, SATURDAY, NOVEMBER 20, 1869. NUMBER 143.

FOREIGN.

Progress of the Inauguration Fleet Through the Suez Canal.

Trouble Anticipated Between Turkey and Egypt.

Symptoms of Another Carlist Uprising in Spain.

Zouian Demonstration in Waterford, Ireland.

PARIS.

THE OPENING OF THE SUEZ CANAL.

PARIS, Nov. 19.

The Journal Officiel publishes the following account of the progress of the steamer of the Empress of Britain:

PORT SAID, Nov. 17.

Her Majesty arrived at Port Said at 8 o'clock this morning. The Viceroy of Egypt, the Empress Eugenie, Prince Napoleon, Prince Hassan, Minister of Austria, Prince Royal of Prussia, Crown and Vice Princes of Hesse, and Commissioners of France, Italy, Spain, Turkey, Russia and Austria, accompanied the Empress. Immediately on landing the Empress successively received and embraced all the Princes and at the Monumental progress which was erected in honor of the Empress at the entrance of the canal. In the evening the shipping in the harbor were illuminated, and there was a display of fireworks at the end of the jetty.

ISMAILIA, Nov. 17.

The Empress arrived here, with the Imperial party, followed by forty vessels, and anchored at 11 o'clock. It, having passed through the first part of the canal.

ISMAILIA, Wednesday Night.

The ship of the line Ocean, bearing the flag of Admiral Jurien de la Graviere, and the Italian frigate Vittoria, have just taken their places in sight and a half astern. Four steamers have just followed from Suez, the accompanying vessels of the Imperial fleet will arrive at Ismailia to-morrow. The banks of the canal and houses are illuminated the night is given up to festivities and rejoicing.

ISMAILIA, Thursday Noon, Nov. 18.

Thirty-four vessels have passed through. Others are expected. At the shallowest point between here and Suez find the water in the canal is fourteen and one-half feet deep. At other points it is twenty-five to thirty feet along the whole line. The festivities here are continued with great magnificence. Illuminations and fireworks are on every hand. The ball given by the Viceroy of Egypt to-night will be attended by officers from all parts of the world are here, and a number of guests who have been specially invited from Cairo and other points. The Empress will start for Suez to-morrow.

LONDON, Nov. 18.

The Shipping Gazette, discussing the practical question of the Suez Canal, says whether the points of difficulty continue to be overcome now or there before the canal can be available for vessels of the largest tonnage, is merely a question of time, and by the efficient working of the canal, as far as we are concerned, we can only point to the fact that the Peninsular and Oriental Company's steamer Ceylon is now passing and a regular trade opened.

ISMAILIA, Nov. 18.

There are now forty-seven ships-of-war anchored with a tonnage of 150,000 tons. The Empress Eugenie has been received with enthusiasm. The Empress Eugenie has been received with enthusiasm. The Empress Eugenie has been received with enthusiasm

IN HIS CASE.

Action for Commissions on Sale of Oil Properties.

The Chicago and Allegheny Oil Mining Company in Court.

Statement of the Case, and the Lengthy Judge Grimmond.

Verdict for Mr. Kelly.

SEMI-VOLUNTARY BANKRUPTCY.

Annual Report of the Director of the Mint.

Relief of the Treasury Department.

Universities, Colleges and Schools.

Annual Report of the Commissioner of Education.

THE UNITED STATES SUPREME COURT.

THE PRESIDENT'S JOURNAL.

SIX DOMICILES.

NAVAL.

EXECUTIVE ORDERS.

THE GOLD EXCHANGE BANK.

NATIONAL GUARDSMEN PRAISE.

THE CHICAGO TRIBUNE: SATURDAY, NOVEMBER 2, 1872.

THE STORM.

Perilous Position of the Schooner Agnes Co-Antrophus.

The Bailey Crew Drowned While Being Rescued From the Vessel.

Loss of the Life-Boat's Crew Soon Down With the Mists.

A Night on the Wreck—Frightful Forebodings.

Complete Destruction of the Wabash Avenue Bath.

The Brief Struggle in the Great Weight of Navy.

An Express Train Blown From the Track—Loss of Life.

Other Disasters on Land and Sea.

[Last night's terrible storm.]

On Wednesday afternoon the wind began to blow from the northeast, and by 6 o'clock p. m. it had increased to a gale. At that hour seven of the crew of the schooner Agnes Co-Antrophus, of Port Stanley, C. W., came to the foot of Chicago-av., and, with the assistance of the life-saving crew, succeeded in getting their boat safely on shore. They reported that their vessel was lying at anchor about two miles off the mouth of the river, and that they had been sent ashore to procure provisions. They had been on board since Monday, and had had nothing to eat during that time. They were taken to the station-house, and supplied with food.

On leaving the vessel they had left the captain, mate, and two men on board. The vessel was then lying at anchor, and was in no danger. The wind was blowing a gale, but the sea was not very high. The vessel was loaded with lumber, and was drawing about 12 feet of water. She was a new vessel, and was owned by Mr. Bailey, of Port Stanley. She was bound from Chicago to Port Stanley.

The life-saving crew, consisting of Capt. Thomas Bailey, Jr., Thomas Bailey, Sr., Thomas Bailey, 3d, Thomas Bailey, 4th, Thomas Bailey, 5th, and Thomas Bailey, 6th, all of whom were members of the same family, and Capt. Bailey's brother-in-law, Mr. Thomas Hall, launched their boat, and started for the vessel. The wind was blowing a gale from the northeast, and the sea was running very high. The boat was seen to reach the vessel, and the crew to get on board. Then the boat was seen to start for the shore, and when about half way in she capsized, and all hands were thrown into the water. Capt. Bailey, Jr., Thomas Bailey, Sr., Thomas Bailey, 3d, Thomas Bailey, 4th, and Thomas Hall were drowned. Thomas Bailey, 5th, and Thomas Bailey, 6th, succeeded in reaching the shore, and were taken to the station-house, where they received every attention. They are both young men, and are members of the crew of the life-saving station.

The vessel was still visible from the shore at 9 o'clock last night, and it was thought that she would ride out the storm. She was a fine vessel, and was valued at $15,000. She is insured in Canada.

[Special Dispatch to The Chicago Tribune.]

MILWAUKEE, Nov. 24.—The storm still continues with unabated fury. The wind is blowing a gale from the east, and the sea is very high. The steamer A. G. Ship, which left here for Chicago at 2 o'clock this afternoon, has returned, and is now lying at the pier. She reports that she could not make any headway against the storm, and that she was in danger of being driven ashore. She will not attempt to leave again until the storm subsides.

The steamer Lady Elgin, which left here for Chicago at 4 o'clock this afternoon, has also